

WOMAN, "The Friend In Need of the Horse"



1914 by STRAUSS

While men are becoming less and less efficient in the handling of horses because of the rise of such mechanical conveyances as the automobile and street car, old Dobbin has found a new champion in woman.

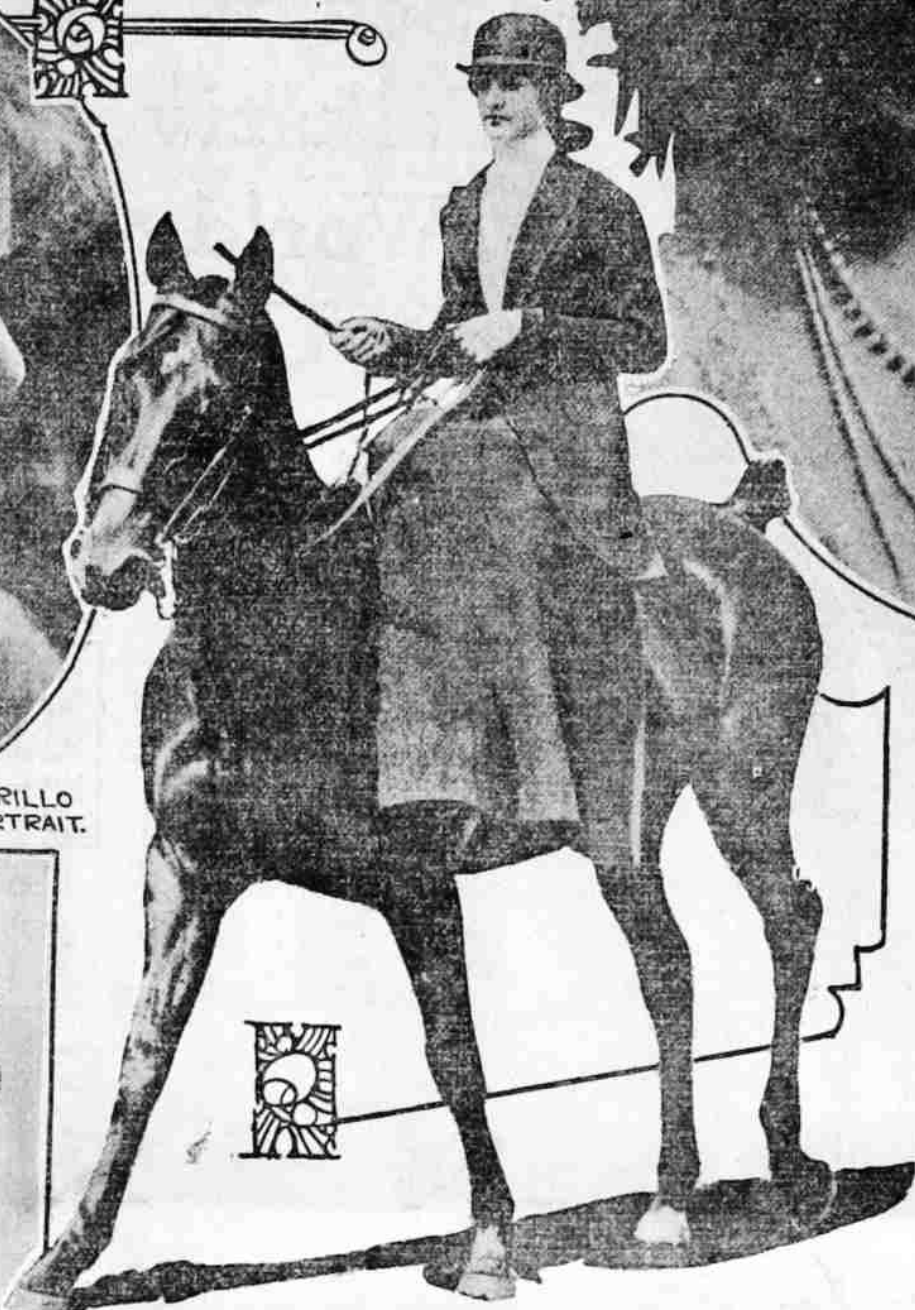
With the rise of modern transportation facilities the race horse still held the attention of men of the cities. But racing has declined with the laws against betting. Where big racing meets are still held the crowds are not near what they used to be. Men are interested most in what they have their money interested in. When they cannot put up their money on a horse they forget the horse.

Woman is more sentimental. She is forging to the front as the champion of the horse, and in every line of horsemanship is becoming more and more perfect.

If it were not for women there would be no more horse shows. Polo is made popular by women on the side lines cheering the contestants. Other women take part in the sport themselves. Today there are women hunters, women riders and women drivers. When one goes



MURILLO PORTRAIT.

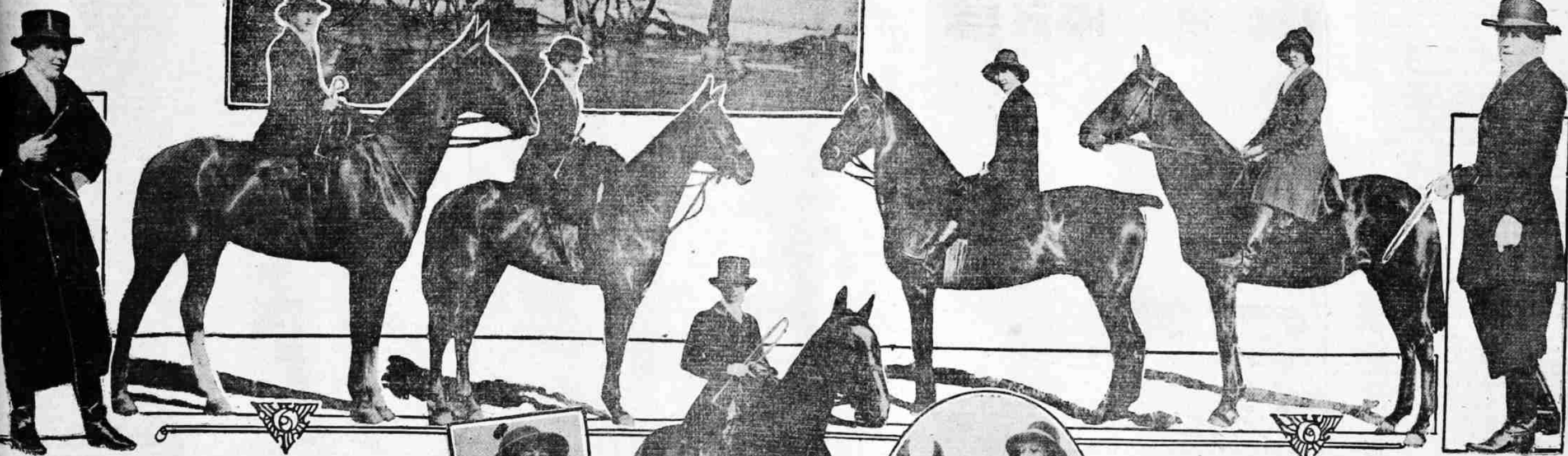


A woman rider who fails to obey the ordinary rules of riding will look ungraceful and will have difficulty in controlling her horse. There are many staid old horses which do not resent ignorance of horsemanship on the part of their rider. But the high spirited horse recognizes the novice the minute she mounts and if the animal has not an unusual amount of politeness in his makeup he is likely to toss his foolish rider to the ground or else behave in such a manner as to destroy the joy of riding.

Some horses are broken to receive a rider from either side. Cowboys usually mount from the left. They often mount an unwilling horse from the right just to show the "cayuse" they can do it.

ALWAYS MOUNT MILITARY HORSE FROM LEFT.

A military horse, which has been handled by soldiers for a great length of time, must always be mounted from the left, as he will refuse to allow a rider to mount from the right. In the army every-



UPPER left—Mrs. Julius S. Walsh, Jr. Upper right—Mrs. Adolphus Busch III. Upper center—Miss Marie Busch. Second row, from left to right—Miss Loula Long and Miss Lucille Carter. Third row, from left to right—Mrs. David B. Sharp, Mrs. Howard Houston Henry, Miss Dorothy De Coppet, Miss Caroline F. Rulon-Miller, Miss Mary I. Rulon-Miller, Mrs. John W. Converse. Below—Miss Ellen Mary Cassatt, Mrs. William J. Clothier, Miss Mary C. Page.



over the bridle paths and carriage drives through the parks he finds women there with the horses and rarely finds men.

The use of the cross saddle by women, which had its origin in the West, has spread all over America and to Europe. In England its introduction aroused the ire of the queen and she had the King issue an order restricting the use of the cross saddle.

"Women should ride with a side saddle and not astride," the King asserted. He backed up his statement with opinions of physicians who declared it is harmful for women to ride astride because of their physical construction and because "it interferes with their maternal functions."

Others simply declare that it is unbecomingly undignified and ungraceful for women to ride astride. They believe that an artistic pose on a horse can be attained only by riding with a side saddle.

But with all the objections the cross saddle has added to the popularity of women for horseback riding. The majority of women believe it is easier to ride astride.

At the horse shows women have eclipsed the men. Often the good appearance of the driver has more to do with making a successful drive than the appearance of the horse. Women are more gentle with their horses than men. They have trained themselves to sit more gracefully with greater ease than

In cross country riding and driving the horse is championed again by the woman. The city men rarely bother about driving a horse. He wants an automobile.

The horse is man's oldest servant, unless the dog ante-dates him. There is no record of the first man to use the horse. It is supposed that the horse first was domesticated in Asia. There are no wild horses in any country except Asia, except as such horses have been imported to a new country and there left their ranches and formed wild herds. The bronchos of the

West are not wild horses originally. Many of the wild horses of the plains have marks of thoroughbreds. There are many magnificent horses in the wild herds. They have been domesticated with ease. The same is true of the horse of South America.

XENOPHON WRITES ON HORSEMANSHIP.

Among the oldest extended writings about the horse is Xenophon's essays on horsemanship, which were written more than twenty-five hundred years ago in Greek. Xenophon's writings show the horse had long

been domesticated then and was used by man as a matter of course. The horse trader existed in those days and there were men of that period who would not hesitate to swindle in a horse trade.

Xenophon's rules for the care of a horse have come down to us through the centuries, and horse savants of today know little more than he did.

Xenophon advises Greeks buying horses to be careful to inspect the feet to guard against being imposed upon by having horses with inferior feet sold to them. The hoof should

be high enough so that the soft part of the foot will be raised above the ground. The horse with the soft part touching the ground will become lame. When a horse has a high hoof, providing for a hollow space, it will make a resounding sound like a cymbal as it gallops, says Xenophon. "When the hoof is badly formed there will be no ring of the hoof, but they will come to the ground with a thud like an over-ripe watermelon."

The sound of the hoofs on a hard road is familiar to all. It cannot be imitated although something similar to the sound of the horse's hoofs has been produced for use on the back of the stage.

After the hoofs, Xenophon instructs to look to the legs. The fetlocks should be high, and the ankle bones should be high if the horse is to be used on rough roads. A low ankle means that the horse is likely to be bruised.

The legs should be big boned but not fat. "The neck should rise like a cock's and not droop like a hawk's," says the Greek, "as the graceful riding neck puts the horse's head high where it can see the road ahead."

Since the days of Xenophon there have been many changes in styles and fads, but the fashions of horsemanship have changed but little. The best rider is the one who controls his mount best, and he can best do so by conforming to certain rules and forms in riding.

thing is done in a certain way. From time immemorial it has been the rule for a cavalierman to put his left foot in the stirrup and use the right foot for the greater effort required in crossing the horse.

An army horse will shy away if one attempts to mount any other way. If the horse is gentle enough to submit to a right side mount it will have little respect for the rider after she gets on and may cause trouble later.

A horse must know the rider is mistress of the situation. The rider who fails to impress the horse with her ability must take the consequences.

Once in the saddle the rider should sway in rhythm with the gait of the horse. That not only looks well, but saves the rider and horse from unnecessary exertion and fatigue. The body should be squarely in the saddle. For a woman riding on a side saddle the right thigh should point straight forward while the right knee should both press down and pull back on the upper pommel. The right leg from the knee down should be kept close, but not rigid, against the saddle flap and should be nearly vertical, neither thrust forward nor sideways nor twisted back. The right leg should not touch the left leg.

If the right leg is kept in position the right shoulder will not sag down or flop up, giving an unbalanced look to the rider.